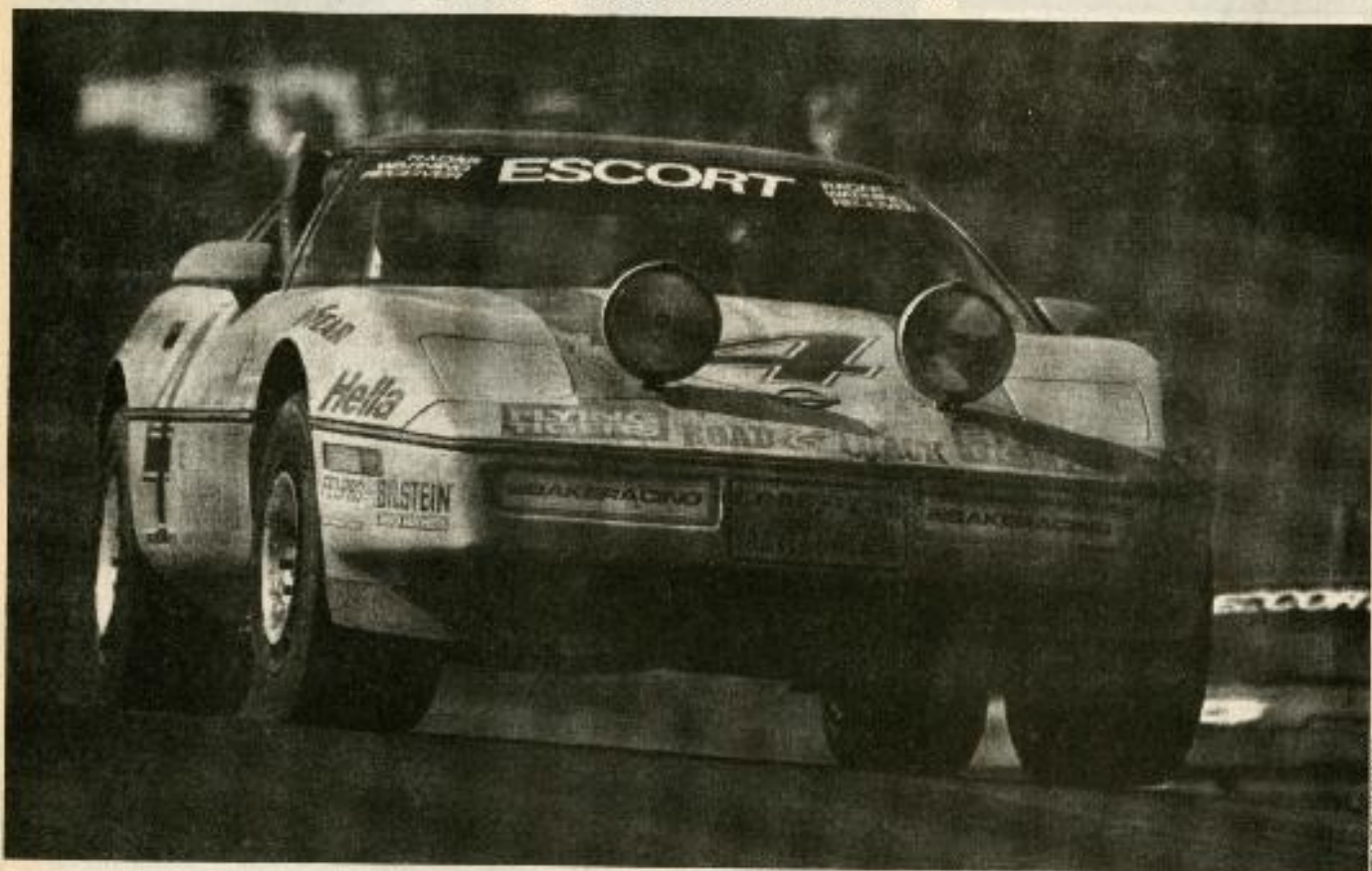


THE COLOR YELLOW

Yellow Is The Color Of Money For Bakeracing At Mid-Ohio Escort Enduro

BY PETE EVANOW AND TIM CLINE



Bakeracing's formula for success at Mid-Ohio was the same one the team has used all year—run hard from the drop of the green flag. . . even if it is pouring down rain.

The color yellow was very much in evidence during the Escort 24 Hours of Mid-Ohio, the final round of the Escort Endurance Championship. For one thing, those hard-to-ignore caution flags were busy flapping through the air during the early part of the race. A record number of drivers found a totally new perspective and sense of respect for the Turn 14 sandbank. Lack of traction was the order of the day. The race started off in a torrential downpour, masking for not only a very slippery race track, but poor visibility and a substantial number of metal-to-metals.

But, that familiar hue of lemons and sunflowers was also very evident from the standpoint of the No. 4 Bakeracing Corvette. Staying virtually free from any contact among the 62 other competitors, drivers Kim Baker, Tommy and Bobby Archer, Mitch Wright and *Road & Track* editor John Dinkel drove to the team's fourth Escort Endurance victory this season. A lemon this Corvette was not.

The win earned the team the coveted Escort Championship Fund, as well as giving the Archers the SportsCar Drivers Championship honors and

Chevrolet the Manufacturers Cup. As part of the championship booty, Bakeracing will receive a new 1987 Corvette, courtesy of series co-sponsor Goodyear Tire & Rubber Co. Goodyear will also pay Bakeracing \$5,000 for every endurance event it runs in 1987.

Although the overall victory for Bakeracing was not a first, the 24-hour event claimed a significant number of firsts. It was the first race started in the rain, much to the despair of numerous competitors, 23 in particular who ended up in the sandbank at Turn 14 during the earliest and wettest part of the race. The safety car was out a record number of times (also 23), running for a total of 166 laps. Fifty-three cars finished.

The key to Bakeracing's success at Mid-Ohio was the same formula the team has followed all season long—run hard from the drop of the green flag. It paid off: The team took over the lead during the 21st hour and retained it through the duration of the race, finishing a minute and a half ahead of second place B/A Motorsports.

"We were even running fast at night," said Bakeracing's Wright. "Kim Baker's strategy was

to keep up (running fast) at all times," added Tommy Archer. "We were turning times faster than during qualifying. Running at such a hot pace and sustaining only a couple of marks on the car was what kept us out in front."

"Frankly, we were totally out of control the first 52 laps," said Bobby Archer. "The rain made it the most difficult part of the race. But, after the rain stopped, we started to build up a good routine and that grew into a healthy margin. By midnight, we were just flat out racing."

"Besides, it was Kim's (Baker) birthday. We were destined to win."

GT. AUTOMATICALLY

Firestone got a shot in the arm when it asked the Special Vehicle Developments team to visit an Escort Endurance race. The Firehawk series regulars took the GT class by storm (literally). The Cosaro, driven by Buddy Narton, Bill Warner and Shawn and Larry Hendricks, proved itself competitive both within its own field and within the "fire wars," according to team manager Bill Mitchell.



"The Spirit of Jim Hall": The automatic transmissioned-Special Vehicle Developments Camaro won SSGT.



Team Shelby (ABOVE) was 1-3 in SSA and the CGP/Phoenix Scirocco (BELOW) won SSB.



"We entered the race at the urging of Firestone but, frankly, we've been interested in running in the Escort series because we know so many people in it and we knew we could compete in our class and do well," Mitchell said. "We were really looking for an excuse to get involved."

That excuse translated into a 14th place overall, and a one-lap victory margin over the second-place MPS Motorsports Nissan 300ZX Turbo.

What set Special Vehicle Developments' effort apart from most of the other teams was its selection of an automatic transmission. "With the automatic, we got better economy, perhaps as much as half a mile per gallon," said Mitchell.

SSA: THE DODGE BOYS

The boys and girls at the back of the pack were squared off for a real donnybrook. Dodge and Mitsubishi have been having at it tooth and nail all season and the marque that won this race

Crossed Fingers, Feeling Smug And Then...

For all except four teams, there is a particular moment in every endurance race when you realize—as a single-minded group—that you are not going to win. It may happen early, perhaps before you leave home. At Mid-Ohio, it happened very late to us.

Our MPS Nissan qualified fastest in the GT class, thanks to some outstanding driving by P.D. Cunningham. In the early going, we set a conservative pace, managed to stay in synch with the yellows and avoid any major mistakes. The car was well prepared and it was running strong, the big turbomotor absolutely loved the cool night air.

Come dawn, in spite of a battered left front corner, we had the lead by a two lap margin. There was a hollow buzz of nervousness in everyone on the team. Fingers were crossed. You wanted to feel smug, but, if you caught yourself, you froze. Anything could still happen with more than six hours to go.

With Luis Sanchez at the wheel, the brake pedal suddenly went sickeningly deep and the car shot off the end of the straight in a cloud of steaming brake fluid. A brake pad had literally melted and the heat did in a flex line. The crew worked feverishly, fixing it up in less than eight minutes. But those minutes were under the green.

As the Nissan charged back onto the track, you could feel the sensation going through every member of our crew. It was as if a faucet had been opened around your left ankle and all the churning, frenzied, anticipatory juices were draining slowly away, leaving the built-up weariness behind. We managed to come back to take a welcome second place, but every racer knows that's not even close to the same thing as winning.

This is a true team sport and the feeling you get during a long endurance grind is kind of a group mind, reminiscent of a combat squadron, an encounter group and a family. Endurance races are not won, they are lost. The fast driver doesn't win one of these. A careless guy or the guy who flubs a pit stop or a chink in the mechanism itself loses it for you. The weak link, that's the key. —Burt Levy

SportsCar

SCCA/ESCORT ENDURANCE CHAMPIONSHIP FINAL TEAM STANDINGS

Team	Points
1. Baker/ing No. 4 (Corvette)	7620
2. Moulton/Conr Motor Sports No. 2 (Corvette)	7365
3. RK Motorsports Assoc. No. 74 (Corvette)	7341
4. Oilken/Powers Racing No. 7 (Porsche 944)	7111
5. Rick Hunt Racing No. 42 (Porsche 944 Turbo)	6983
6. Rick Hunt Racing No. 44 (Porsche 944 Turbo)	6975

Team	Points
1. Carter/Tropic Racing No. 11 (Porsche 944)	6762
2. Silver Antares No. 20 (Silver Mustang)	6583
3. Hardberry Racing (Porsche 944)	6196
4. Silver Antares No. 20 (Silver Mustang)	6281
5. LA Race Racing (Porsche 944)	5209
6. Maxx Sport Racing No. 40 (Audi Quattro)	4189

Team	Points
1. Dean Shelby No. 53 (Dodge Shelby Turbo)	7107
2. Dave Wally Mitsubishi No. 37 (Mitsubishi Star)	6871
3. Dave Wally Mitsubishi No. 39 (Mitsubishi Star)	5477
4. Dean Shelby No. 57 (Dodge Shelby Turbo)	5815
5. Scalapigi/Heninger Racing (Mazda RX-7)	4670
6. Science Reed/Drummond Racing (Mazda RX-7)	4077

Team	Points
1. Quantum Engineering No. 33 (Honda CRX Si)	7189
2. Quantum Engineering No. 35 (Honda CRX Si)	6979
3. Wetmore/Drummond Racing (Mazda 909 Turbo)	6753
4. GJ Tech/High Performance (Vauxhall Vectra)	6570
5. SMC Motorsports (Nissan 200SX Turbo)	5966
6. ISC Motors Racing (Honda CRX Si)	5583

SCCA/ESCORT ENDURANCE CHAMPIONSHIP SportsCar MANUFACTURERS FINAL STANDINGS

Manufacturer	Points
1. Corvette	8146
2. Porsche	5925
3. Mazda	3825
4. Nissan	3725
5. Triumph	2845
6. Ford	2265
7. Chevrolet	2217
8. Honda	2171
9. Volkswagen	1573
10. Mitsubishi	1507
11. Nissan	1457
12. Toyota	1268
13. Volvo	1207
14. Audi	794
15. Mazda	114

SCCA/ESCORT ENDURANCE CHAMPIONSHIP SportsCar DRIVERS CUP FINAL STANDINGS

Driver	Points
1. Bobbie Archer	56
2. Jimmy Archer	46
3. Kim Baker	38
4. D. A. Kowalski	35
5. John Henney	35
6. Bill Cooper	34
7. Robert Johnson	34
8. Bob McCannell	19
9. Mitch Wright	19
10. Sam Gracie	17
11. Bobby Carrington	15
12. Geoff Cullen	14
13. Tim Deane	14
14. Mike Rutherford	14
15. Ray Berr	14
16. Dave Wagner	13
17. Jack Greenleaf	12
18. Charles Donawa	12
19. Neil Hagemann	12
20. Bob Sweet	12
21. John Nardo	12
22. Steve Cayland	12
23. Larry Stewart	12
24. Steve Nelson	11
25. Donnie Sen Leichter	11
26. Ron Haase	11
27. Bruce Skelton	11
28. K. A. S. Cag	11
29. John Green	11
30. Bill Pitt	10
31. Peter Schweitzer	10
32. Phil Pitt	10



The Powell Motorsports Corvettes run in formation.

RESULTS

SCCA Escort Endurance Cup—Round Six Sept. 28-29/Mid-Ohio Sports Car Course 2.4-mile course—24 hours

OA/POS	CL/POS	DRIVERS	CAR	LAPS	QUAL. POS. (CL/QUAL.)	QUAL. TIME
1	SS1	B. Archer/T. Archer/K. Bason/Weight/Diack	Chevrolet Corvette	655	6(55/6)	1:45.009
2	SS2	Cooper/Dismore/Johnson/Hagan	Chevrolet Corvette	658	4(55/4)	1:45.714
3	SS3	Gudko/Caradine/Haynes/McConnell/Henley/Knowles	Chevrolet Corvette	664	2(55/3)	1:45.220
4	SS4	Knawles/Henley/McConnell	Chevrolet Corvette	648	1(55/1)	1:44.945
5	SS4	R.E. Smith/Lockhart/Goodman/Spears/Thuman	Chevrolet Corvette	645	11(55/11)	1:46.260
6	SS6	Milo/Lobenberg/Lapiano/Nelson	Chevrolet Corvette	639	13(55/12)	1:47.028
7	SS7	Jones/Kendall/Cappas/Follows	Chevrolet Corvette	638	9(55/7)	1:46.714
8	SS8	Cappas/Therman/Cano/Follows	Chevrolet Corvette	638	18(55/18)	1:46.736
9	SS9	Millette/Nierop/Clara/Cole	Porsche 944 Turbo	631	3(55/2)	1:46.440
10	SS10	F. Baker/Cypher/Cranford/Gussel	Porsche 944 Turbo	631	8(55/8)	1:46.319
11	SS11	Nickel/Reel/Lawrence	Porsche 944 Turbo	625	19(55/19)	1:46.596
12	A/1	Ulmer/Dana/Reynolds/Hanneman	Dodge Shelby Turbo	624	25(A/1)	1:55.516
13	SS13	Milstein/Parkin/Strumillo/Frenzel	Porsche 944 Turbo	624	17(55/17)	1:47.747
14	GT1	Norton/Werner/S. Knudsen/L. Hendrick	Chevrolet Camaro	623	30(GT1)	1:54.291
15	SS15	Strangis/O'Shea/Morton	Porsche 944 Turbo	622	7(55/7)	1:46.819
16	GT2	Hieperink/Lewis/Cunningham/J. Sanchez/L. Sanchez	Nissan 300ZX Turbo	622	21(GT2)	1:52.628
17	GT3	McKitterick/Saleen/Watson/Cowens/Winters/Traa	Saleen Mustang	621	24(GT3)	1:53.405
18	A/2	Carris/Hannemann/Ullrich/Brown/Henry	Dodge Shelby Turbo	617	26(A/2)	1:53.901
19	SS14	Reinos/Fuchs/Bunce/Grohen/Trougher	Chevrolet Corvette	617	16(55/16)	1:47.952
20	GT4	G. Mathewson/K. Mathewson/Del Vecchio/Albete	Porsche 944	615	35(GT4)	1:55.959
21	B/1	Schwartz/Oag/B. Pate/Plate	VW Scirocco GTX	613	20(B/1)	1:56.119
22	GT5	Albetti/Cook	Porsche 944	612	42(GT5)	1:57.143
23	A/3	Dawson/Vogler/Kay/White/Rutherford	Mitsubishi Starion	611	23(A/3)	1:56.011
24	K/2	Cross/Saari/Landon/Peterson	Honda CRX Si	606	45(K/2)	1:57.251
25	A/4	Spears/Wheeler/Krapp/Togdal	Mazda RX-7	606	51(A/4)	1:54.893
26	K/3	Woodard/Miller/Guthrie/Farrall	Peugeot 505 Turbo	605	50(K/3)	1:56.759
27	GT6	Saleen/McKitterick/Cowens/William/Titus/Winters	Saleen Mustang	604	22(GT6)	1:52.604
28	B/4	Riviera/Laxon/Glynn	Honda CRX Si	603	56(B/4)	2:00.105
29	A/4	Panza/Percin/Lewman/DelBruchi	Dodge Shelby Turbo	602	32(A/4)	1:55.035
30	B/5	Haas/Randall/Rutherford/Schwann	Mitsubishi Starion	592	58(B/5)	1:59.780
31	GT7	Michael/Dorset/Roberts/Dane	Pontiac Trans Am	592	33(GT7)	1:55.405
32	B/6	Elliot/Stroppe/Salerno/Dallenzack	VW Scirocco 10V	594	43(B/6)	1:57.145
33	GT8	T.Good/D. Good	Pontiac Trans Am	594	23(GT8)	1:52.267
34	B/7	Johnson/Ingman/Speakman	Nissan 200SX Turbo	593	50(B/7)	1:58.297
35	SS15	Williams/Langford/Chilcote	Porsche 944 Turbo	591	10(55/10)	1:46.548
36	B/8	Coyjuro/Green/Stewart/Haase	Honda CRX Si	588	44(B/8)	1:57.198
37	GT9	Nevigian/May/Kahky	Ford Mustang GT	585	63(GT9)	1:59.891
38	GT10	McIntosh/Maswell/Nicrop/Bell	Porsche 944	575	34(GT10)	1:58.110
39	A/5	Schlepp/Glendonning/Paul/Abbott	Mazda RX-7	573	60(A/5)	2:01.484
40	B/9	Overton/Taylor/Alkhanian/Frank/Buzz	Vauxhall Vectra	573	33(B/9)	1:58.110
41	GT11	Rehagen/Kelso/Campbell/Mason	Saleen Mustang	572	29(GT11)	1:54.175
42	A/7	Rosenhans/Buchring/Little	Mitsubishi Starion	569	52(A/7)	2:01.373
43	B/10	Walton/Benneman/Santoro/Feld	Honda CRX Si	565	54(B/10)	1:59.895
44	A/8	Cross/Nagy/Hoppen/Karis	Nissan 300ZX	558	38(A/8)	1:58.374
45	B/11	Lombard/Carter/Alcauder	Toyota MR2	549	61(B/11)	2:01.539
46	B/12	Cornelby/Maley/Lowther/Wilkie/Staier	Nissan 200SX Turbo	538	41(B/12)	1:58.242
47	GT12	Coleman/DuKan/Lapiano/O'Neil	Porsche 944	536	46(GT12)	1:57.527
48	GT13*	Hoppen/B. Lince Sr./Felon	Audi Quattro Turbo	510	60(GT13)	1:57.288
49	A/9	Vogler/Swack/Kay/Norris/M. Rutherford	Mitsubishi Starion	509	51(A/9)	1:58.352
50	SS18	Bandy/Palmer/Vin Der Merwe	Chevrolet Corvette	497	13(55/13)	1:47.563
51	A/10	Falkner/Barr/Randolph/Cross/Threw	Chevrolet Camaro Z-28	387	49(A/10)	1:58.242
52	GT14*	Lawthers/Cross/Landquist	Audi Quattro	312	47(GT14)	1:57.747
53	H/20	Tambone/Gill/Freed	Mitsubishi Starion	287	52(H/20)	1:59.280
54	SS17*	G. Mathewson/Coghil/Blr/Brady	Porsche 944 Turbo	261	20(55/20)	1:49.670
55	B/14	Teuku/Casper/Wolf	Toyota Celica	249	62(B/14)	2:01.933
56	A/11*	Mullen/Milroy/Depp/McCall	Ford Thunderbird Turbo	226	61(A/11)	no time
57	A/12*	Burke/Hardman/Miller	Nissan 300ZX	205	37(A/12)	2:00.875
58	A/13	Schmacker/Stringer/Thomas	Triumph TR8	128	41(A/13)	1:57.033
59	A/14*	Barwood/Hull/Schroeder/Thuman	Dodge Shelby Turbo	128	23(A/14)	1:54.056
60	SS14*	Gudko/Caradine/Haynes/McConnell/Henley/Knowles	Chevrolet Corvette	110	14(55/14)	1:47.353
61	SS19*	Bogan/Poo/Chapman/Brand/Hill	Porsche 944 Turbo	94	15(55/15)	1:47.638
62	SS20*	R.E. Smith/Lockhart/Goodman/Spears	Chevrolet Corvette	23	9(55/9)	1:46.374
DNS	B*	Dovey	VW Scirocco 10V	0	68(B/13)	2:01.244
DNS	A*	Cesaroni/Dietrick/Kroll/Mackridge	Dodge Shelby Turbo	0	64(A/15)	no time

*Not racing at finish

Sounds Of Silence

In endurance racing—especially at night—you become more sensitive to the sounds of racing. Pit stops are hoarse: barked commands, running feet, the clank of tools and searing-hot brake pads hitting the pavement, rapid-fire salvos from the air guns.

On the track, you hear distinct sounds, not only from the cars, but also from the tires. Generals, in particular, make a unique pattering sound under hard cornering, while Goodyears make a distinct shuffling noise. None of the tires squeal anymore.

And then, inevitably, there is the sound of two cars arguing over a particular section of choice race track. When two showroom stockers briefly rub shoulders, you don't get the Hollywood-classic extended crash and shattering glass. Rather, it's a more complex and refined sound, kind of like a barbecued chicken being disjointed over a heavy metal sound system. —*Burt Levy*

A Slow Freight Bearing Down

One of the consequences of the heavy rains at Mid-Ohio was very wet runoff areas and, occasionally, slippery patches of mud on the racing surface. I fell victim to one of the latter and got a chance to try out some of the former. It happened at the Keyhole, probably the slowest point on the course, during the early evening. Let me try to describe it:

You are traveling in a pack of cars. There are a string of jostling driving lights in your mirror. Right smack in front of you are a set or two of taillights. The brakelights flash hard red. You brake, close enough to read the fine print on the back of the car. Then the back end of that car swings out just a bit. Loose. You back off for an instant and steer wide. And right in front of you is a smesh of mud on the outside edge of the track. You aren't going fast at all, but the car seems to accelerate as it skates on the slick stuff. Suddenly, your headlights are shooting straight into a danger-orange strip of barrier. There is plenty of room between you and the barrier, but, on the slick grass, the car will just not respond to the helm. You dab the brakes. You steer. You even try to snap the thing into a spin with the hand-brake. No help. The car arrows in toward the barrier in agonizing slow-motion.

It's like—in a nightmare—finding yourself sitting on a railroad track with a very slow freight train bearing down on you. To get out of the way all you have to do is roll over. But you're paralyzed. Can't move. And the thing is getting closer and closer, wailing its slow-freight horn in the night.

Fortunately, the wet grass works in both directions and the impact ricochets the ZX back toward the track like a bank shot on a pool table. Luckily, the damage was to cosmetics and ego alone, and the car charged on into the night. —*Burt Levy*

THE COLOR YELLOW

CONTINUED

so hard this season. Remarkably, both teams refuse to say anything bad about the other. In fact, in five races they haven't run into one another even once.

In practice two days before the race, the Mitsubishi team crashed its best car and had to put it back together. Wolin said that the cars both had new drivetrains, fresh engines and new suspensions, but "the bodies are trash. After this race they go to the crusher."

To counter the Mitsu threat, Team Shelby brought four works cars to the race ("We would

have had five, but we ran out of time.") In addition to the regular cars, Paul Rossi's team—which normally beats up people in the IMSA Firehawk series—came to carry the Dodge flag. It really wasn't necessary: The Team Shelby cars qualified first and second (Garth Lillom, Tim Evans, Jack Broomall, Neil Hansemann and Phil Curran) and the Rossi cars were fourth and sixth (Dorsey Schroeder, Larry Huff, Terry Barwood, Jeff Turner, Bob Forsell, Morris Clement, Steve DeBrecht and Jerry Peterson). King Dave Vegber, Bob Sweet, John Norris, Charles Downes and sometimes even Wolin himself qualified its good car third and the other 10th.

In the early going, surprise of surprises, Pete

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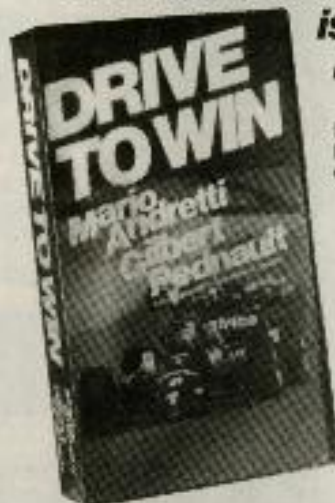
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Several rainstorms plagued the Mid-Ohio Escort race.



SportsCar contributor Burt Levy helped drive this Nissan 300ZX to second in SSGT.



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SCCA/ESCORT ENDURANCE CHAMPIONSHIP TIRE SCOREBOARD—Final

Mid-Ohio, Sept. 28-29, 1986

	SS	SSGT	SSA	SSB
First	Goodyear	Firestone	Goodyear	Goodyear
Second	Goodyear	Goodyear	Goodyear	Yokohama
Third	BFGoodrich	General	Toyo	BFGoodrich
Pole	BFGoodrich	Goodyear	Goodyear	Yokohama

SHOCK ABSORBER SCORECARD—Final

Mid-Ohio, Sept. 28-29, 1986

	SS	SSGT	SSA	SSB
First	Wiscain	Koni	Moore	Sachs
Second	Wiscain	Koni	Moore	Tokico
Third	Wiscain	Koni	Tokico	Tokico
Pole	Wiscain	Koni	Moore	Blazin

Year To Date—Final

	First	Second	Third	Pole
Goodyear	11	11	4	10
Yokohama	5	4	3	4
Toyo	4	4	5	3
BFGoodrich	2	3	0	3
General	1	2	4	3
Firestone	1	0	0	0
Bridgestone	0	0	2	1

Year To Date Results—Final

	First	Second	Third	Pole
Wiscain	10	6	6	6
Koni	5	7	8	7
Tokico	4	7	7	4
Moore	3	3	2	5
Sachs	2	0	0	0
Boge	0	1	0	1
Delco	0	0	1	1

THE COLOR YELLOW

CONTINUED

Paxon, Ted Schumacher and Tom Etsinger put Schumacher's Triumph TR8 into the lead in a great battle with Bill Spencer, Doug Wheeler, Larry Knapp and John Hogdal in their SRD Racing-Mazda Distributors RX-7. That all came to an end when Paxon had a huge crash about 7:30 p.m., hitting the No. 92 RCG Corvette that was off the track at the time. Paxon was sent to the hospital, but released after being X-rayed. This was the last hurrah of the TR8 as it finally falls off the list next season.

After leading the first hour, the Mitsubishi spent six laps in the pits getting an electrical problem straightened out and was never able to come back.

The Dodges finished one-two, beating all of the GT cars. That gave the Manufacturers Championship to Dodge, the Team Championship to Team Shelby and the SportsCar Drivers Championship to Garth Ulloa and Tim Evans. —*Tim Cline*

SSB:

Until mid-season, the story in SSB had been Honda against everyone else. The Quantum CRX's didn't have warp speed, but they had reliability and fuel mileage. These works cars featured Larry Cress, Bruce Short, Donna Sue Landon and Doug Peterson in one car and Ron Haase, Scott Gaylord, Lance Stewart and John Green in the other.

Everyone else consisted of what quickly became known as the Yuppie Car Class. It featured the blindingly fast—three poles, including Mid-Ohio—Overton Racing Volvo 740 Turbo Wagon with Joe Overton, Jeff Alkazian, Len Frank, Joe Ruzs and Rich Taylor sharing driving duties. Pitted against them was the Woodner-Parrell Racing Peugeot 505 Turbo with Jon Woodner, Peter Farrell, Janet Guthrie and Steve Potter on board. The Peugeot team started the season very slowly, but came to life when Farrell came to the team at mid-season. After that, the French car never finished worse than fourth and ended up second in the championship.

In June, the 16-valve Volkswagen Scirocco GTX became lethal in SSB. After doing OK (third and fifth respectively) in its first two races, the team "learned how to play the SCCA game by looking at what the other teams were doing." It must have worked, they won Mosport.

At Mid-Ohio, the VW team brought two cars and a camera car just for the movies. Their hot car was driven by Peter Schwartzott, Alistair Ong and Bill and Phil Pate. It qualified second to the Overton Volvo. The second car was for Tim Elliott, Judy Strupis, Al Salerno (the moving force behind all of this) and Paul Dallenbach.

The Hondas qualified fifth and sixth, but things got exciting for them before the race even started when their fast car blew up in the pits during pre-grid. They quickly got to the steward and switched to their back-up practice car (what you don't bring a couple of back-up cars to the race for your team?) and headed out a lap down.

The fast VW (Pate/Pate/Ong/Schwartzott) jumped into the lead until mid-way through the second hour when the Peugeot took over and held on the top spot for the next six hours.

After a round of pit stops and some running under the green (remember all those yellows and pace cars) the VW claimed the lead and stayed there for the rest of the race. The Honda second car (Cress/Short/Landon/Peterson) held on for second, one lap ahead of the Peugeot. The win moved VW into third in the standings behind Honda and Peugeot. —*Tim Cline*

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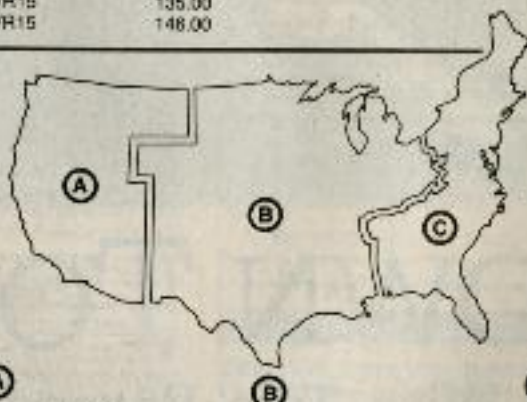
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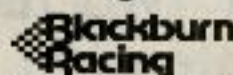
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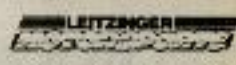
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